

LIGHT-HOUSES AND OTHER AIDS TO NAVIGATION.

JANUARY 15, 1897.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. CORLISS, from the Committee on Interstate and Foreign Commerce, submitted the following

REPORT.

[To accompany H. R. 9566.]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 9566) entitled "A bill to provide for light-houses and other aids to navigation," beg leave to submit the following report, and recommend that said bill do pass, with amendments:

The correspondence from the Treasury Department and Light-House Board, herewith submitted, shows that this legislation is very important.

The committee recommend the following amendments:

In line 6 strike out the words "sixty thousand dollars."

In line 8 strike out the words "ten thousand dollars."

In line 10 strike out the words "two thousand five hundred dollars."

In line 13 strike out the words "six hundred dollars."

TREASURY DEPARTMENT,
Washington, D. C., January 11, 1897.

SIR: I have the honor to acknowledge the receipt of a letter from your committee inclosing House bill 9566 to provide for light-houses and other aids to navigation in Norwalk Harbor, and requesting a detailed report of the Light-House Board in this case.

In reply there is inclosed herewith a copy of the joint report of the inspector and engineer of the Third light-house district, which it is believed will give the information desired.

Respectfully, yours,

S. WIKE, *Acting Secretary.*

The CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives.

OFFICE OF INSPECTOR, THIRD DISTRICT,
Tompkinsville, N. Y., August 25, 1896.

SIRS: In accordance with the request of the Board as contained in its letter of June 3, 1896, we have carefully considered the matter of changes in and additions to the lights and buoys in the harbor and river of Norwalk, Conn., asked for by the Hon. E. J. Hill, M. C., 488 owners, pilots, masters of vessels, and 219 others interested in the navigation of Long Island Sound and its harbors, and after a personal examination of the locality beg to submit the following report:

The Norwalk Island, lying off the entrance to Norwalk River, affords protection to both Sheffield Harbor and Cokenoe Island Harbor. These anchorages are connected, the western entrance leading into Sheffield Harbor, the eastern entrance to Cokenoe Island Harbor. They afford shelter to tows, fishermen, coasting vessels,

yachts, etc., bound either east or west, but both harbors are dotted with rocks and shoals, and the channels leading through them and into the Norwalk River are narrow and tortuous. Vessels of 9 feet draft can go into the river if the channel is followed, but with the present aids there is great danger of grounding. Three river buoys are now maintained by citizens of Norwalk at their own expense. Lanterns are now hung on these buoys, and also on those in Sheffield and Cockenoe Island harbors, by private parties, that they may be of use at night.

The petitioners ask first that a light-house with suitable fog signal should be built at the extremity of Greens Ledge, off western end of Sheffield Island, the present light on Sheffield Island (Norwalk Island light) to be discontinued. This light is of the fourth order, and as it is at present located is of no use for the anchorage under consideration, nor is it of any greater value to vessels passing outside the islands than would be a light placed on the extremity of Greens Ledge, while the latter would be invaluable as a guide into Sheffield Harbor. We therefore recommend that a light be built near the present bell buoy at Greens Ledge, having the same characteristics as Norwalk Island light, and that the latter be discontinued.

The second request of the petitioners is for a light-house and fog signal where Pecks Ledge Buoy No. 1 is now located. This is desired to guide into the eastern entrance, and we believe the commerce seeking these harbors to be of sufficient importance to warrant us in recommending the erection of a light (quick flashing) at the outer limit of Pecks Ledge.

We also recommend eight-day lanterns at the following points:

(1) A red lantern on the beacon at Long Beach. This will need only a short iron spindle placed on the top of the beacon on which is hung the lantern.

(2) A white lantern at Round Beach where there is now a can buoy, No. 3. For this a three-pile dolphin will be required.

(3) A white lantern at the bend in the river opposite Fitch's Point. This will require a three-pile dolphin.

(4) A white lantern at White Rock Reef in place of present spar buoy No. 2, for which an iron spindle will be needed. This will be a leading light going in and is recommended to be a white light, though on starboard hand, that it may not be mistaken for the proposed red lantern on Long Beach Beacon.

(5) A spindle on the south part of Grassy Hammock Rocks, with red lantern.

We also recommend a red buoy to be placed south of Dunder Rock where there is now no mark, and a red buoy at the turn in the channel between Grassy Hammock and Round Beach.

We do not deem the entrance to Five Mile River to be of sufficient importance to warrant placing the lantern requested, and therefore do not recommend it.

The charts accompanying this report will show the approximate positions for the above lights and buoys, and should the Board agree with the recommendations herein, such examinations will be made as may be necessary for a detailed estimate of the cost of proposed changes. Statistics as to the number and size of vessels using these waters have been promised, but are not yet at hand. From our investigations, however, we believe the anchorages under consideration will be of great value as a shelter if properly lighted and buoyed, and that the commerce of Norwalk, together with coastwise vessels seeking refuge, is of sufficient importance to warrant the moderate expenditure which will be incurred by establishing the aids to navigation requested.

Very respectfully,

WILLIAM LUDLOW,
Lieutenant-Colonel, Corps of Engineers, U. S. A.,
Engineer Third Light-House District.

A. S. SNOW,
Commander, U. S. N., Inspector.

The LIGHT-HOUSE BOARD,
Washington, D. C.